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511 per home in the districts. This fact may be explained by two
592 other reasons: on the one hand, the disappearance of homes
602 reduced to single or divorced persons, in favor of the conjugal
family; on the other hand, as part of this, an increase in the
number of spouses.

2) Family solidarity is no less a patent fact in the districts than in the quarters. It works in two ways: the first consists of taking complete charge of the housing and support of brothers, nephews, or other relatives. This is shown in the figure of 38% of the families who extend beyond the framework of the conjugal family properly speaking. In this respect the inhabitants of the districts behave much the same as the others. But they make a greater effort with respect to the second form of family solidarity: sending money to relatives to all or part of their living expenses.

369 3) The betterment of living conditions and the participation to a certain degree in the material comfort that the urban environment brings with it do not necessarily mean a rupture and an overthrow of traditional social behavior. On the contrary, on two points, polygamy and family solidarity, there is a reinforcement of these behaviors, and, if one may apply this terminology to Senegal, it is not "detrribalization" which should be spoken of, but "supertribalization."

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Conclusion

Despite its youth, Dagoudane-Pikine is a definite city no less than Dakar, although closely dependent upon the latter. It is a city by reason of its area, the size of its population, the effort undertaken with regard to equipment, especially with regard to schools, and finally by the type of work offered to an important part of the economically active population. It is also a typical African city, with its small number of durable buildings, the considerable unemployment, the large number of young people, and above all, its gross
[444] deficiencies of public equipment. We have not spoken of its
[443] health equipment; it is still terribly inadequate, although

/198 cont. /

369 a pharmacy has opened since the investigation took place,
[444] and the construction of a maternity hospital is in progress...
[443] Some large sewer works are to be undertaken.

369 On the other hand, it is certain that the material dif-
591 ference between the two habitat groups, very distinct
geographically, brings about and expresses an indisputable
sociological difference. The population of the districts en-
joys superior conditions of comfort, it is better acculturated
to the urban environment, the educational level there is
higher on the average, and, on the occupational level, one
finds there a large proportion of officials and minor staffs
of industry and commerce. All these factors therefore con-
tribute to accentuating a certain separation between two
social layers. But at the same time that integration into
modern life and work and participation in the advantages and
obligations of the urban environment alienate the inhabitants
of the districts from traditional conditions, and by that even
from their fellow-citizens who do not have the same advan-
tages, a reverse movement of return to tradition or of rein-
forcement of former behaviors is discernible. There is thus
not really a rupture: the family patterns, the relationships
between man and woman, change less quickly than housing
conditions, and this explains why the unity of the society
has not been affected, at least not yet, by the recent change,
and why the style of family life remains the same in the
parcels of the quarters or in the enclosed concessions of the
districts. A more detailed analysis of the conflicts of these
contradictory forces belongs to another work.

/Between pp. 382-383/

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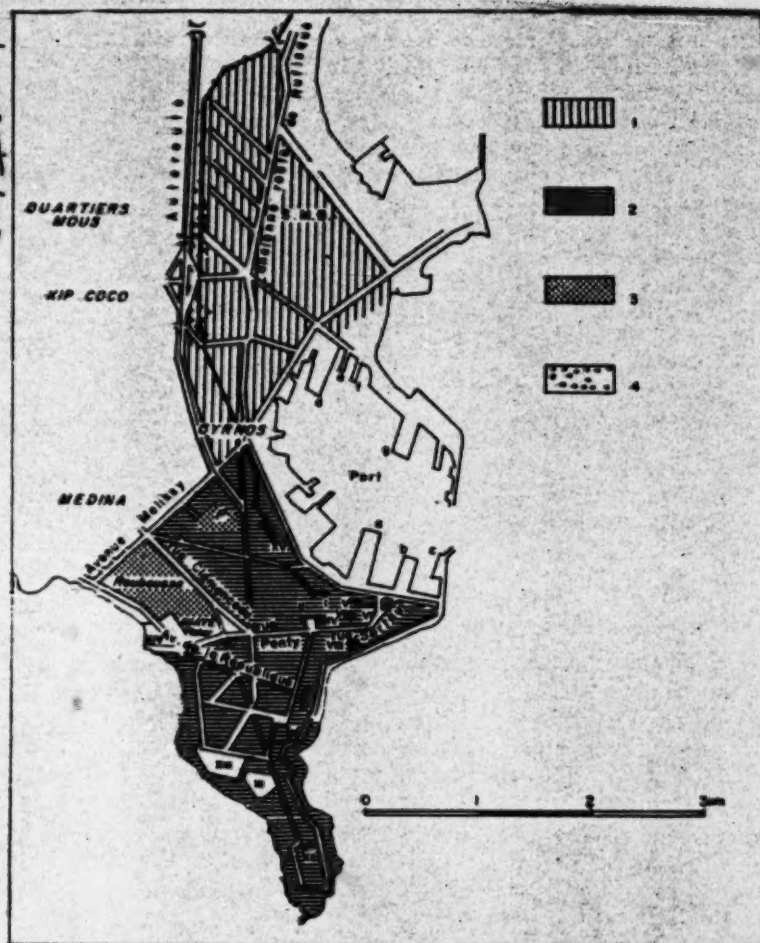


Fig. 3. Dakar. The port and the industrial zone. -- 1. The industrial zone; 2. the very urbanized sections; 3. low quarters; 4. irregular quarters.

(Caption Continued on following page.)

440 SENEGAL AND THE DISTRICT OF DAKAR

87A In 1927 apprentice courses in woodwork and metalwork were started in St. Louis and Kaolack by the Public Works Department for selected schoolboys between the ages of 13 and 16 years.

87I There is a number of educational institutions in Dakar of a higher grade than primary. These are the responsibility of the Federal Government and have been described in Volume I.

Health

743 Senegal is divided into thirteen medical districts, each of which is intended to be under the supervision of a European medical officer. There are 17 medical stations, each under a native auxiliary. There are also 16 maternity centres and 117 posts visited once a week by a medical officer.

In 1937 Senegal and Dakar had 3 major hospitals and 34 minor hospitals and dispensaries. These provided 394 beds for European patients and 1,805 for native. There were 80 European medical officers, 31 native auxiliaries, 30 midwives, 124 male nurses, and 21 female nurses.

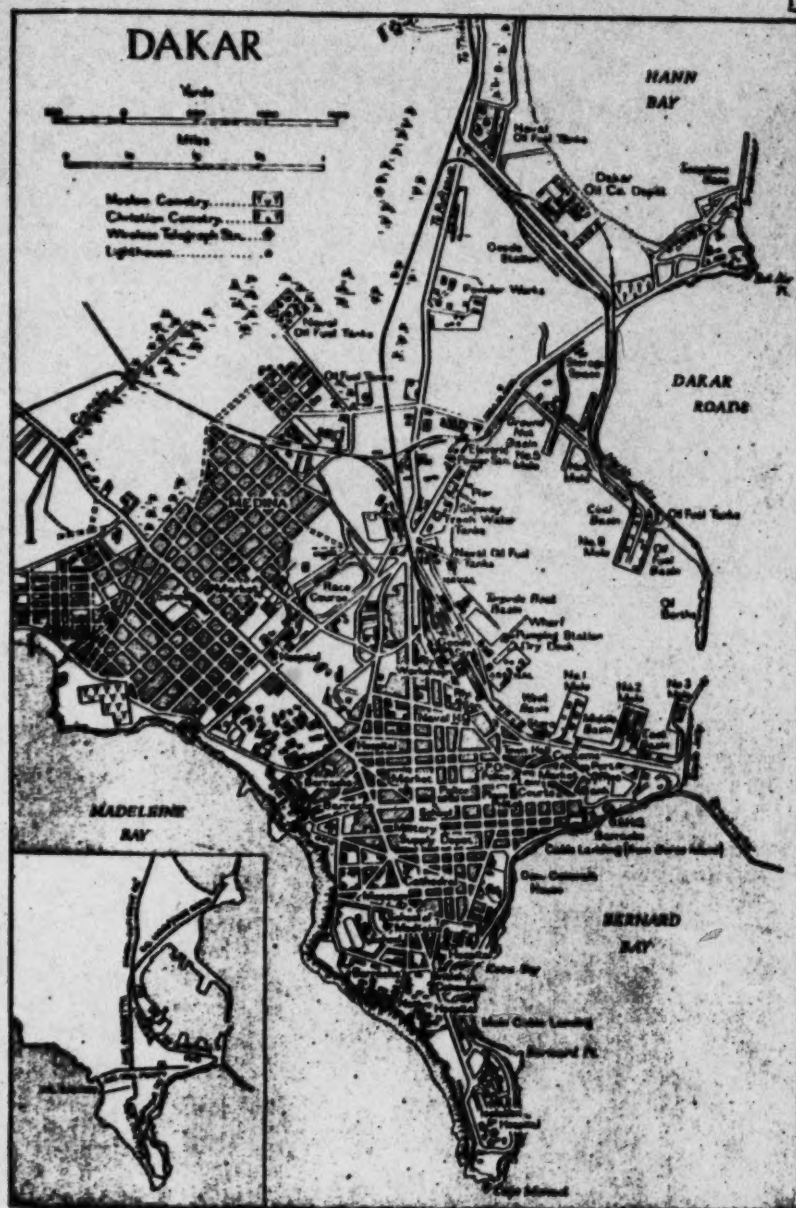
[744] In addition there were four travelling parties (*groupes sanitaires mobiles*). One of these specialized in fighting sleeping-sickness in the Casamance Territory, and the other three were concerned with more general sanitary and prophylactic measures.

[797] The Pasteur Institute at Dakar, a federal concern, is justly famous. Some medical work is done by missionaries. Unofficial committees of the Croix-Rouge are concerned with infant welfare at Dakar, Diourbel, St. Louis, and Tivaouane.

[652] In 1937 Senegal voted 12,000,000 francs for medical services and Dakar 11,000,000 francs.

10. PORTS

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[697] ST. LOUIS (16° 01'; 16° 30' W.). Population, 30,586, including 1,231 Europeans. Colonial capital of Senegal and of Mauritania. Full Commune. Headquarters of the province of Bas Sénégal. Custom-house. Law courts. Chamber of Commerce. Hospital and dispensary. Army headquarters and barracks. Police headquarters. Belgian Consulate. Meteorological station: Landing-ground. Wireless station. Lycée Faidherbe. École des Fils des Chefs et des Interprètes. Higher Primary and Technical Schools. Protestant and Roman Catholic missions. Bank of West Africa. Power station. Prison. Hotels. Garages. Race-course. Botanical gardens. Experimental plantation. Daily market.



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FIG. 54. Dakar

History

[175] Until the middle of the nineteenth century Dakar was a Lebou
[361] village. In 1846, however, a Roman Catholic convent was built there,
[197] and eleven years later the village and the Cape Verde peninsula were
officially occupied. In 1858 the French Government signed a
contract with the Messageries Impériales (now the Messageries
Maritimes) whereby ships sailing between Bordeaux and Rio de
Janeiro would call at Dakar. The company acquired 7½ acres of land
near Dakar point, and in 1863 a small jetty was built. This was the
beginning of the port. In 1864 a lighthouse was constructed near
[502] Cape Verde and three years later two others, respectively at Almadi
[496] point and at Cape Manuel. In 1885 the railway to St. Louis was
[712] opened. It was not, however, until 1898 that the idea was conceived
of making Dakar a big naval base, and by 1910 it was capable of
[504] accommodating vessels of all types. Further improvements have
since been effected, and to-day the dry dock is big enough to take a
battleship.

The Town

361 Dakar has grown so as to cover the southern part of the Cape Verde
peninsula, but the port is on the east side of the town. On the
south-west are the cliffs of Madeleine bay and on the south-east
those of Bernard bay. Dakar point marks the northern end of the
latter. North of the port is Bel Air point, the southern limit of
Hann bay.

The medina or native town, which contains nearly half the popula-
tion, is to the north-west of the main town. The intercolonial road
[491] enters the latter from the north and is continued as the Avenue
Gambetta and the Avenue Maginot to an open space where stands
[368] the Roman Catholic cathedral. East of the cathedral is the Residence
of the Governor-General (Vol. I, Plate 58), magnificently situated on
the top of the cliffs overlooking Bernard bay. Farther south are the
British Consulate, the Pasteur Institute, the botanical gardens, and,
[943] almost at Cape Manuel, the isolation hospital. The buildings of
the army headquarters are near Dakar point. West of them are the port
offices, the telephone exchange, the principal market, the Mairie
(Plate 117), and the law courts. The town contains innumerable shops
and offices and many clubs, cafés, hotels, and other amenities of
modern civilization.

[KAOLACK]

PORTS

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(33 miles) and Medina (50 miles), and a third west to Foundiougne (32 miles).

Air. The airfield is 1 mile north-east of the town.

Wireless. The wireless station is in the centre of the town.

Shipping. Boats of the Messageries du Sénégal line call regularly, and the Compagnie de Navigation Paquet maintains a weekly service with Foundiougne, Bathurst, and Dakar.

Ziguinchor (12° 32'; 16° 21' W.). Population, 6,070. Mixed Commune. Headquarters of the Casamance Territory and of the Province of Ziguinchor. Custom-house. Magistrate's Court. Chamber of Commerce. Hospital and maternity home. Police headquarters. Meteorological station. Emergency landing-ground. Wireless station. Roman Catholic mission. Garages. Daily market.

The first large piece of firm ground upstream from the mouth of the Casamance is nearly 42 miles from the sea, and it is here, on the left bank, that Ziguinchor stands. The depth of the river is 6 fathoms. Jetties have been built at right angles to the waterfront, partly to counteract silting, and ships drawing 15 feet can go alongside them. The quays have a total length of over 3,000 feet and the warehouses a total capacity of some 25,000 tons. There are no cranes, all goods being manhandled.

There is a considerable variety of exports, including ground-nuts, fruit, rice, palm oil, palm kernels, cotton, tobacco, sisal, and hides, but imports are chiefly manufactured goods and building materials. In value of trade Ziguinchor comes between Foundiougne and Rufisque.

Communications

Road. The river is crossed by a ferry, and a colonial road leads north to Bignona (16 miles) and then east to Sedhiou (74 miles) and Kolda (136 miles). Another one goes along the south bank of the Casamance, also to Kolda (130 miles). Minor roads lead south to the frontier of Portuguese Guinea and south-west to Oussouye and Diembering.

Air. Seaplanes can alight in the river, and there is a weekly Aéromaritime service to Bathurst and Dakar. The landing-ground is 1½ miles south of the town.

Wireless. The two wireless stations are housed in the same building.

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/Fig. 3 Caption cont. /

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a-g. The piers. -- I. Town Hall. -- II. Chambre de Commerce. -- III. Sandaga Market (Ponty-Clemenceau cross-roads). -- IV. Former Palace of Justice. -- V. General Postoffice. -- VI. Treasury. -- VII. Kermel Market. -- VIII. Military Circle. -- IX. Residence of the President of the Republic. -- X. Military Hospital. -- XI. African Hospital. -- XII. Palace of Justice. -- XIII. Camp Bornis. -- XIV. Camp Galliéni. -- XV. Station.

369 /383 cont. / one another in Dakar are Lébou, Ouolof /Wolof/,
563 Toucouleur /Tukolor/. Sérère /Serer/, Sarakolé, Diola, Socé,
162 etc., who are Senegalese, but there are also Mauritians, Sudanese, Voltaics, Guineans, Ivorians /persons from the Ivory Coast/, Dahomeans, Cape Verdeans, Lebano-Syrians, French, etc. The Lébou, who are the original population of Dakar, today represent scarcely one-tenth of the population, exceeded in number by the Oulof, the Toucouleur (20), and even by the 30,000 non-Africans.

[113]

20. A. Diop, "L'immigration toucouleur à Dakar (enquête /investigation/ 1958-1959)." I. F. A. N., Dakar, p. 1. The author, citing an investigation by the M. I. S. O. E. S., gives the figure of 31,000 Toucouleur in 1959.

[166]

among whom the French constitute a great majority of close to 23,000 persons in residence. This character of Dakar as a region of call is illustrated first by the fact that only a little more than one-third of the population was born there. /384/ and then by the quite obvious inequality between the number of men and that of women. Before the war, among the Europeans, there were 65% men as against 25% women and 10% children (21). Today the systematic destruction of the

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21. Morazé, Ch., "Dakar," op. cit., p. 630.

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- 743 Medical aid. Medical aid and the struggle against epidemics are assured by the dispensaries set up at Kaolack and Fatick, each directed by a European doctor.

[759] The latter have under their orders native doctors and midwives residing in the chief town or distributed at the medical posts.

[652] The commune of Kaolack also has a municipal dispensary under the direction of a European doctor who is paid out of the funds of the communal budget.

744 Urban hygienic services likewise exist in the principal agglomerations of the circle, especially at Kaolack, Fatick, Foundiougne, Gossas, and Kaffrine.

Anti-variolic vaccination is practiced in even the smallest villages.

III. Economic Development

162 Labor force. The population of the circle is 28,000 natives and 1,300 Europeans and assimilated individuals.

161 The population density is thus 10.8 inhabitants per square kilometer, a proportion higher than the average for the whole of French West Africa, which does not amount to three inhabitants per square kilometer.

464 An employment office operates in the circle.

This does not prevent /Pl. 1 appears here/ /105/ serious difficulties in the recruitment of the labor force. The latter is unstable and inexperienced. Wages are not high at all, especially in the cities.

465 At the time of the loading of the ships in the port of Kaolack, the wages of the workers sometimes climb to 15 and 20 francs per day. They are set on the average at 12 francs.

In some European operations, as at Latmingué, the agricultural workers have a daily wage of eight francs and in addition receive a ration of rice.